

Additional Question for Messrs Landsburgh and Greep

Questions regarding ‘Carbon Emissions and Climate Change’ submitted by Daniel Scharf appear in ‘Documents submitted during the inquiry’.

This includes:

There are two main differences between the evidence given by Daniel Scharf and the OCC case (ie Messrs Landsburgh and Greep). (i) is it likely that the upfront carbon emitted in the building of the road will be offset by the carbon emissions avoided through reduced congestion?, and (ii) is any increase in carbon emissions significant?

Q.2 Does the CL estimate of the claimed potential savings of carbon emissions arising from the new road take account of either, (i) the increase in traffic from the new residential and employment building and that induced by the increase in road capacity? (ii) behavioural changes, including those recommended by the APPGI/ICE report: road user charging, workplace parking levy, lower speed limits, electrification, car sharing, automation, public transport, active travel Including E-bikes, and working from home, or the Government’s Transport Decarbonisation Plan?

Q.2 (iii) The 12 measures and behavioural changes referred to in (ii) have the potential to reduce operational carbon. Which of these are adequately addressed by the diagram taken from of BS EN 17472 [at Appendix CL2.18] that purports to rebut the evidence given by Daniel Scharf and other objectors?